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HAVING been REPLEN-
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sortment of the latest ENGLISH
and AMERICAN NOVELTIES,
we are prepared to execute
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accuracy and dispatch, and at
very moderate rates.

CHINA MAIL OFFICE

The China Mail

Established February, 1845.

THE HONGKONG CHINESE MAR.
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Hongkong, No. 16, Yat Po.)
ISSUED DAILY.
CRUS DE MAR.
Manager and Proprietor.
SUBSCRIPTION:
Five Dollars a year, postage 40c.
including postage.
including postage.

VOL. XLX. No. 9919.

號九月一十年四十九百八千英

HONGKONG, THURSDAY, NOVEMBER 29, 1894.

日三月初十一年午申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

INTELLIGENCE.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C., GEORGE STREET & Co., 30, Gresham Street, GORDON & GORE, Ludgate Circus, E.G. BATES, HENRY & CO., 37, Brook Street, E.C., SAMUEL DIXON & CO., 150 & 154, Liverpool Street, W., M. WILLIS, 161, Cannon Street, E.C., ROBERT WATSON, 130, Fleet Street.
PARIS AND EUROPE:—MAYENOR, FAURE & CO., 18, Rue de la Grange Bateliere.
NEW YORK.—J. STEWART HAPPER, THE UNION EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO AND AMERICAN PORTS generally.—BEAL & BLACK, Nos. 17 & 18, 16th Street and Broadway.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORE, 16th Avenue and Sydney.
SYDNEY.—W. M. SMITH & CO., THE AFRICANUS CO., Circular Quay.
SINGAPORE, STRAITS:—KELLY & WALE, LTD., Singapore.
CHINA.—Macao, A. DA COSTA, Amoy, N. MOALIE & CO., LIMITED, Foochow, Hainan & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALE, LTD., and KELLY & CO.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL, £21,000,000.
SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. H. STOVERPORT, Esq.
CHAN KEE SHAN, CHOW TUNG SHAN, Esq.
KWAI HOI CHUAN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months 5%.
Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-IN CAPITAL, \$10,000,000.
RESERVE FUND, \$4,500,000.
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000.

Court of Directors:

J. C. HOLLOWAY, Chairman.
J. S. MOSE, Esq.—Deputy Chairman.
R. M. Gray, Esq. Hon. A. MacConachie.
H. Hopkins, Esq. S. C. Michaelson.
H. H. Joseph, Esq. D. R. Sasso, Esq.
Hon. J. J. Kawick.
Julius Kramer, Esq.

Chief Manager:
Hongkong.—T. JACKSON, Esq.

Manager:
Shanghai.—H. M. BAIN, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 3 per cent. per annum.
" 6 " 4 "
" 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, August 18, 1894. 332

HONGKONG SAVINGS BANK.
THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Deposits may be transferred at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP, £200,000

RESERVE LIABILITY OF SHARE

HOLDER, £200,000

RESERVE FUND, £275,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 5%

" 6 " 4 "

" 3 " 3 "

A. G. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 332

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £12,000,000.

CAPITAL CALLLED UP, 251,093,50.

Bankers:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INGLEHEAD,

Manager.

Hongkong, November 6, 1893. 247

BUSINESS NOTICES.

LANE, CRAWFORD & CO.

CHRISTMAS 1894!

TOYS.

DOLLS, TALLY HO! CARTS, HORSES, CARTS, FUR and RUBBER TOYS, TEA SETS, BRICKS, SKITTLES, PUZZLES, BUILDING TOYS, GUNS, SWORDS, COOKING RANGES, YACHTS, TOOL CHESTS, PERAMBULATORS, MUSICAL TOYS, MECHANICAL TOYS.

&c., &c., &c.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, November 29, 1894. 1878

HONGKONG HOTEL.

Telegraphic Address, "Kronin," a. B.C. Code.

BOARD and LODGING, from \$60 per day.

HYDRAULIC LIFT to all Floors.

The Hotel STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

R. TUCKEE, Manager.

Hongkong, November 29, 1894. 1878

HOTEL CHAMBERS.

BOARD and LODGING, from \$60 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKEE, Manager, or R. LYALL, Secretary.

Hongkong, November 29, 1894. 1878

MOUNT AUSTIN HOTEL.

Telegraphic Address, "EXCHANGE," Hongkong, 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE 35. a. B.C. Code.

THE Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN STeward.

LAWN TENNIS.—Three Courts in splendid condition are kept for the use of VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL at reduced rates.

For further Particulars, apply at the Office 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1825

H. KONG TRADING CO.

ARE NOW SHOWING A SELECTION OF

TOYS.

SETS OF ROUNDERS, CRICKET, RACE GAMES, BATTLEDORE AND SHUTTLECOCK, LEAD SOLDIERS, BOXES PAINTS, &c., &c., &c.

LANE, CRAWFORD & CO., Nos. 1 to 5, D'AGUILAR STREET.

Hongkong, November 24, 1894. 1902

W. POWELL & CO.

ST. ANDREW'S BALL

LEADING CLANS in SILK SASHES.

DANCING PUMPS and SHOES.

LADIES' and GENTLEMEN'S KID GLOVES.

EVERY DESCRIPTION of BALL ROOM REQUISITES.

&c., &c., &c.

W. POWELL & CO.

Hongkong, November 27, 1894. 1922

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:

FOR STEAMSHIP. DATE. REMARKS.

SHANGHAI.....Shanghai.....Noon, 1st Dec.....Freight or Passage.

SHANGHAI.....Siam.....About 3rd Dec.....Freight or Passage.

LONDON, &c.....Ravena.....Noon, 6th Dec.....See Special Advertisement.

JAPAN.....Verona.....Noon, 7th Dec.....Freight or Passage.

LONDON via MARSILLES.....Canton.....About 16th Dec.....Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, November 29, 1894. 1833

FOR SALE

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

For further Particulars, apply to

JOHN THORBURN, 11, Queen's Road East, Hongkong, August 13, 1891. 1612

CHAN ATONG, COAL, COKE, AND COAL TAR MERCHANT.

No. 6, ARABIAN STREET, EAST. [1799]

PRIVATE BOARD and RESIDENCE FOR LADIES and GENTLEMEN. Special Attention to Ladies' comfort. Accommodation for Table Boarders in Central situation.

Mrs. MATHER,
2 and 3 Pudding Hill.

Hongkong, July 24, 1893. 1287

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £1,126,000.

Paid up, £62,000.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS—

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

A. G. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 332

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £12,000,000.

CAPITAL CALLLED UP, 251,093,50.

Bankers:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:

3, PRINCES STREET, LONDON.

Entertainments.

HARMSTON'S GRAND CIRCUSAND
ROYAL MENAGERIE

OF

PERFORMING ANIMALS.

TO-NIGHT! TO-NIGHT!

WEST POINT—WEST POINT.

ELECTRIC SUCCESS

OF

THE ALDEANS.

THE ALDEANS.

GILL ELDREDS DOUBLE SOMERSAULT.

THE EXCITING STEEPLECHASE.
The whole forming a programme that will live in Memory of man as long as the world goes round.BOX PLAN at KELLY & WALSH'S,
where Seats can be reserved.ROBERT LOVE,
Manager.S. RIECH,
General Agent.

Hongkong, November 29, 1894. 1919

To-day's Advertisements.

WANTED—An ENGINEER, Apply by Letter only, enclosing Testimonials to MANAGER, Hongkong Electric Co., Ltd. Hongkong, November 29, 1894. 1935

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.
The Co.'s Steamship *BUTTERFIELD & SWIRE*, Captain JACOBSEN, will be despatched as above on FRIDAY, the 30th instant, at daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1894. 1931

FOR SHANGHAI VIA SWATOW.

The Steamship *Kutang*, Capt. ANDERSON, will be despatched as above on FRIDAY, the 30th instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 29, 1894. 1933

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Inducement offers.)
(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)The Steamship *Frigga*, Captain L. MADSEN, will be despatched for the above Ports on FRIDAY, the 7th December, at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, November 29, 1894. 1917

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Inducement offers.)

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Frigga*.

Captain L. MADSEN, will be despatched for the above Ports on FRIDAY, the 7th December, at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, November 29, 1894. 1932

FOR SHANGHAI.

The Co.'s Steamship *Nanyang*.

Capt. T. LEHMANN, will be despatched for the above Port TO-MORROW, the 30th instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, November 29, 1894. 1917

FOR SHANGHAI.

The Co.'s Steamship *Nanyang*.

Capt. T. LEHMANN, will be despatched for the above Port TO-MORROW, the 30th instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, November 29, 1894. 1930

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

The Co.'s Steamship *Nanyang*.

Capt. T. LEHMANN, will be despatched as above on

FRIDAY, the 7th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 29, 1894. 1932

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki), Kobe, Inland Sea, W'NESDAY Dec. 12, Yokohama and (via Honolulu) at daylight.

Peru (via Nagasaki), Saturday, Dec. 29, Kobe, Inland Sea and Yokohama) at daylight.

City of Rio de Janeiro (via Nagasaki, W'NESDAY, Jan. 16, Kobe, Inland Sea at daylight.

and Yokohama) at daylight.

FOR ALL OPEN BOATS.

1.—SAILING RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILING RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

SECOND DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, 50 cents. 1st Prize, \$20.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

THIRD DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

FOURTH DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

FIFTH DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

SIXTH DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

SEVENTH DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

8.—HARVEY POLICE.—Open to Chinese members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

9.—SAKE BOATS.—Open to Chinese Sake Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$7; 3rd Prize, \$5.

10.—SAILED RACE.—Any Reg. Chinese-owned boats excluded. Handicap by measurement. Distance, 8 miles. 1st Prize, \$20.

11.—SAILED RACE.—PARTIALLY-DECDED BOATS. Not exceeding 14 rating T. R. A. measurement. Course 8 miles.

EIGHTH DAY.

1.—INTERNATIONAL CHALLENGE CUP.—(Four Oars).

2.—DOUBLE SCULLS.

3.—GERMAN CUP.—(Four Oars).

4.—GRIFFITHS CUP.—(Four Oars).

5.—LIGHT GUNS.—Conditions same as No. 6, first day. Winner No. 6 first day excluded.

6.—HONG KONG.—Conditions same as No. 7, first day. Winner No. 7 first day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrance, \$1. First Prize, \$15; 2nd Prize, \$7; 3rd Prize, \$5.

Every Japanese officer carries inside the listing of his military cap a nest and accurate map of Corea and North China.

By kind permission of Major Faithfull and the Officers belonging Regiment, the Band of the Regiment will play in the Public Gardens on Monday next, from 3 to 5.30 p.m.

In Singapore there is a Chinese football team which is considered fit to take part in the Warren Football Challenge Shield competition.

ARRANGEMENTS have been made to run two late trains to-morrow night, for the convenience of residents attending the St. Andrew's Ball. The hours are:—1.30 and 2.15 a.m.

ORDERS have been received at Cherbourg to fit out and commission the French cruiser *Duboulay* by the 1st December. At present her destination is unknown, but it is believed she is coming out to the China Sea.

CAPT. Nicol, late of steamer *Norway*, received telegraphic communication on the 19th inst. that his certificate, which had been suspended for four months by a Marine Court sitting in Singapore, had been returned by the Board of Trade.

The Union Assurance Company, of which Mr H. Wickings is the local agent, has issued a handy "memento-bound" pocket diary as a souvenir for its clients. We notice that the annual income of this flourishing Company is £700,000. The diary contains some very useful information.

Tuk Sikk constable Ahmed Singh, who died yesterday from the bullet wounds he received in the Wing Lok Street affray on the 22nd inst., will be buried to-morrow afternoon. The funeral will be attended by the whole of the police force not on duty, and the constable will leave No. 5 Station (Fire Brigade Station), Queen's Road Central, about noon.

It is rumoured that three armed Japanese merchant cruisers have been seen in the neighbourhood of Hongkong, and we have been informed that they were actually seen by the look-out men on Stonecutters' Island near which they anchored two nights ago. When challenged, they lifted anchor and sailed out to sea. We give the rumour for what it is worth.

At the Magistrate this morning a Chinaman of the rogue and vagabond class was brought before Mr H. E. Wodehouse by Constable McEwan charged with being abroad without a light or eight p.m. It was stated that the accused had been observed entering several houses or endeavouring to do so. His Worship imposed a fine of \$25, the alternative being three months' imprisonment.

We regret to say that two serious typographical mistakes crept into our report of the opening statement of H. E. the Governor to the Legislative Council yesterday. The revenue and expenditure of 1893 are calculated at a rate of 2½ not 2/2 as reported. The balance for the year (exclusive of all monies derived from loans) amount to \$800,000 not \$1,600,000 as reported.

The following teams will play in the Cricket match which begins on Friday at 2 p.m. and will be continued on Saturday at 11 a.m.:—

H. K. C.—J. A. Lawson, E. O. Ellis, C. M. Firth, E. Mast, F. Matthaud, R. F. Lammer, E. S. Eskeid, Saseon-Maju Reade, G. A. Woodcock, J. Hooper, A. N. Other.

Ladies' Recreation Club.—S. L. Darby, A. S. Anton, P. G. Anderson, Col. Clarke, F. D. Markham, H. Oglevie, Rev. G. R. Valinge, C. Inchfield, W. M. Thompson, R. E. F. B. Deacon, W. A. Swettenham, R. A. R.

Messrs Chater & Vernon, under date 27th Nov., thus speak of the Share Market:—Rates have ruled firm during the week and in some cases show a marked improvement; the volume of business has been restricted, but a better feeling seems to have prevailed. Banks.—Hongkong and Shanghai Banks changed hands in the early part of the week at 97 per cent. prem. in small lots, and the demand continuing without sellers, the rate gradually rose to 100 per cent. prem. at which the market closes steady with an inclination to rise. Other Bank stocks continue neglected. Marine Insurances.—China Traders have changed hands at \$60. North China at \$180 and \$185, and Straits at 104 and 106. Fire Insurance.—Hongkong have further reduced to 1075 and China to 973 without sales. Shipping.—Hongkong, Canton, and Macao have found buyers in fair quantities at \$244 and \$244 close with sellers. Douglas's experienced quite a little boom and changed hands in fairly large lots at \$46, \$46, \$48, \$49, and \$50. At time of writing market closes steady at \$49 with sellers. Other shipping stocks are neglected. Refineries.—Continued out of favour at quotations. Mining.—The market has ruled extremely dull, and with the exception of sales of Charbonnages at \$70, we have nothing of importance to report. Miscellaneous.—Lands have been in some demand at \$52, and a small sale is reported at \$53. It is rumoured that this Company will increase its dividend by 50 cents. for the current half-year. A. S. Watsons have changed hands at \$10.25 and \$10 cum, and at \$9.60 ex div., closing firm with buyers at the latter rate. Docks are neglected. Ices are in demand at \$76 to \$77.

FOOTBALL. CLUB & SUBALTERNS.

Yesterday afternoon a return match (Association) was played at the Happy Valley between the Football Club and the Subalterns of the Garrison. The game looked like a sure win for the subis, who had an excellent team. The first half saw some fast play, each side securing one goal. The military, with more combinations and better knowledge of each other's play, seemed to have little difficulty in getting through the Club's forwards. Swettenham, Berger and Anderson put in some pretty play, the first mentioned scoring for his side. In the second half the Military goal was frequently in danger, and goals would have been added to the Club's score if a greater rate had they possessed shooting talent. The Club's goal was seldom visited, and then only to find its custodian savagely alert. Maitland and Ezekiel cleared well, and Berger's next shot was sharply directed. The Club ought, however, to keep its field as settled. One or two changes were by no means useful or advisable. The Military played a more scientific game. They lack the speed of flyers like McEwan and Antrobus, but their movement is good. It is evident here for some years. It was started on time, played strong and concluded promptly. Score—one goal each. Subis should wear distinctive colours. One man at least, as judged by his play, belonged to both sides, and little interest can be taken by spectators to whom players are personally unknown.

ROYAL HONGKONG YACHT CLUB.

The race for the Garrison Cup will take place next Sunday, the 2nd December under handicap.

Two cups have been presented; the first will go to the winning boat, the second to the first boat of the opposite class to the winner of the first prize.

The cup to be given by the Subalterns between the Captain, Fairway Buoy and main boat of Green Island, Cosmopolitan Rocks (leaving all to starboard) is 14 miles.

The handicap is as follows:—Dart, scratch; Africa, 24 mins.; Payne and Steele, 24 mins.; Petrel, 4 mins.; Cam, 7 mins.; Seabreeze, 10 mins.; Esfin, Kittee, She, and Pearl, 12 mins.; Mary Ann, 18 mins.

REGATTA NOTES.

There are some changes to chronicle in Regatta matters this week. Training for the Chairman's cup has given way to practice for the other races. On Friday last, crews were picked for the popular German Cup. For some years this cup has been very liberally subscribed by the German community, and has always been the hand-to-hand trophy to carry away. There were about thirty-four entries, and out of these six crews were formed. I was extremely pleased to see the older rowing men turn up in good force, and one can see that any slight feeling that might have existed between the two clubs has given way to a laudable desire for good sport. Most of the older members are good sportsmen, and having now come forward we are assured of a good regatta are as below:—

Rose. Leek.
Manuk. G. O. Hayward.
E. A. Lammet. T. W. Lammet.
I. A. Ross. Duncan.
Danby. Turner.
F. K. Cox. G. Caldwell,cox.

Victoria. Shamrock.
R. F. Lammet. Sandars.
Master. Moathur.
Meek. Machado.
C. H. Kew, cox. Spani.

Thistle. Kornblum.
Scott. Grimes.
G. H. Potia. Jurado.
Bitchoff. Armstrong.
Giusung. Fullerton.
Alvin, cox. Caballero,cox.

Of these crews, I like Fritz Lammet's best, but then Sanders, Grimes and Hayward have all very even combinations. Manuk, I think, picked a little too wildly. Scott evidently is looking forward to rough water, and if his prognostications prove correct his extremely heavy crew should reward his expectations. This should be a very good race.

The days fixed for the various crews now training have been fixed as follow:—

Monday. German Cap.
Tuesday. Chairman's Cup.
Wednesday. Open.
Thursday. International.
Friday. Professional Four.
Saturday. Open.

By this time the men are supposed to have got into rowing as a science, but I regret to say there are many who have plenty of room for elementary improvement. In Hayward's Chairman's Cup crew, bow, has continued to improve, but I have come to the conclusion that he has shot his bolt and will not train up to last a mile and a half. Grimes has lost his bow (Ayes) and takes Barlow in his place. This is, I believe, a slight improvement. There have been some warm discussions over this change, but I hope it will receive in the spirit of true sports. Duncan, however, has improved a lot in his work. His grinds have certainly gone ahead under his tuition, but his No. 2 is still too short. The greatest improvement since I last wrote is in E. A. Lammet's crew. I saw them out the other night, and the way they made the boat travel pleased me very much. How his improved and pulled a fairly strong crew, and he thoroughly deserves to be in a winning boat as he is a conscientious trainer. E. A. Lammet has given his crew a lot of work. His No. 2 is inclined to hurry the stroke and pull short. No. 3 still wants a great deal of looking after, and should try to keep cool. Spani seems to have great confidence in his crew, but at present I don't think much of them. There is plenty of good material in the boat, and if properly handled they would have given a good account of themselves. I am afraid it is too late now.

For the Internationals, which promised to be the toughest race that has been witnessed here for many years, I still favour the Irish crew. Standard by far the best looks after by far, and they have been doing a lot of hard work, and if No. 2 lasts, this crew will take a lot of beating.

The Germans are handicapped with No. 3, who is rowing in very poor form, and cannot respond to any quickening of time. I am still convinced that Friedricks did not pull his weight. This powerful Teston was, like a good many more experienced oarsmen, inclined to take things tolerably easy in training, but when it came to actual racing he was a demon to work. The Scotch have acted on their crew. It will

be as follows Armstrong, (stroke), MoArthur, Fullerton and Meek (bow). I would have preferred the crew I mentioned last week. Armstrong looks dash, but makes a good No. 3. Duncan is considered pass, but if he does well in the Chairman's Cup it is not improbable that a change may yet be made in the crew at the eleventh hour. Armstrong, however, is a commanding oarsman, and may justify the confidence reposed in him. This is a young and inexperienced crew to trust with the honour of the Thistle. The English are doing most of their work on the other side of the water, so I cannot say much about them. Hayward as stroke has enhanced their chances of victory, and as the whole of the crew are heart and soul in their work they may be expected to push the leading boat very closely.

For the Ladies' I think my fancy lies with the Boys'. Manuk has a powerful combination, the best the new Club can get. They look very formidable on paper, but although they will be a fresh crew I think they lack stamina to finish in front, however much I should like to see them win. The Bank crew is too heavy, and will stand no chance against the lighter crews unless the water is rough. The crew that will give the Boys' a good deal of trouble is Grimes'. They go well together, and I anticipate a grand struggle, if nothing goes amiss with the two crews, between Grimes and Fritts and Grimes. My preference is with the Boys'.

SPECTATOR.

MEETING OF FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Club meeting yesterday, the Acting Colonial Secretary presiding.

Mr. John's report was as follows:

The Chairman.—The first item to be considered is one in which the Government recommends the Committee to vote a sum of \$80,000 for the purpose of erecting the statue of H. M. the Queen on the reclaimed land in front of the City Hall. It is unnecessary for me to remind members of Council that in connection with the celebration of the Jubilee of Her Majesty, in addition to fêtes and illuminations it was decided to commemorate the occasion by a permanent memorial in the shape of a statue of Her Majesty. Mr. Raggi, the well-known sculptor, who achieved such a success in connection with the Beaconsfield statue, was entrusted with the work, and those who had the opportunity of seeing the statue when it was exhibited in London inform us that Mr. Raggi has completed the work in a satisfactory manner and that the statue is worthy of the occasion it is desired to commemorate. At the time it was decided to have this memorial it was also agreed that the most convenient site for it would be the ground in front of the City Hall. At that time work on the Reclamation had not been begun; since then that portion of the Reclamation has been completed to fêtes and illuminations it was decided to commence the erection of the statue of Her Majesty in the Jubilee year. The Committee recommended that the statue be erected in the shape of a statue of the Queen, and that the cost of the statue be defrayed by the Government.

The Colonial Treasurer.—Sir, I should like to make a few remarks with regard to the offer at present before the service. It should be very sorry if any vote of mine gives to-day should give the impression that the service was satisfied with the offer that has been made; on the contrary, I

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Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgio (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 19, at daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.
Gusto (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... SATURDAY, Jan. 1895, at daylight.

THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 19th December, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packings should be marked address in full; and same will be received at the Company's Office until 5 p.m. on day previous to sailing.

Consular Invoices to accompany Cargoes destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 21, 1894. 1894

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GRIMAUDET'S Indian Cigarettes.
Asthmatic people who suffer from Oppression in breathing, stalling sensations, Hoarseness, and loss of Voice, Nervous Coughs, Laryngitis, Asthma, Wheezing, Bronchitis, Irritability, and Difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAUDET & CO., Paris. Sold by all Chemists.

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People used to take plain cod liver oil for coughs, colds, throat and lung troubles only after other remedies had been tried and found wanting.

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